

GRANT PREFERS FISHING

Vanderbilt Winner Likes to Drive Racing Car, but—

GETTING ALCO CAR READY

Will Do Little Preliminary Work Before Going to Indianapolis for Big Race.

Harry Grant, the racing driver, who has won the Vanderbilt race twice in succession, driving the same Alco stock car, was in New York last week looking after the car which will be used at all the important road races this season. It will make its first appearance at Indianapolis in the main race on May 20.

Grant falls into a class by himself as a racing driver. What other of the men in his business, for instance, would acknowledge that what he really liked to do was to go fishing? The only thing that is worrying Harry Grant now is that he will have so many races to drive this summer that he will not be able to spend enough time at his favorite in Maine.

"I bought my place at Liberty, Me.," says Grant, "after having spent two summers in it. It contains twenty-two acres, and the house is a very comfortable bungalow, with four chambers, a big living room and a fireplace. You'll see me setting out for that spot just as soon as Indianapolis is over. We usually go down the road from Boston—our wife, my two children and myself. It's the finest place on earth for the children. They can't get into any trouble except the water, and they both swim like ducks."

"I keep the hours of the chickens down there, and there is never a night that we are not in bed by 8 o'clock. I'm always up with the sun, and usually get a string of fish for breakfast."

There are land-locked salmon, square-headed trout, good bass and the fat white perch you ever saw. My, but they are good—fresh out of the cold lake water. I bought this place this year, and it is a mighty comfortable feeling to know that I have that place in the lovely Maine lakes to go to when I want a thorough rest. I have also just bought a place in Cambridge, Mass., and my wife is hurrying through the furniture of it so that she may be ready to go to Indianapolis. She sees all my races but she never worries. Perhaps it is because she knows I never take unnecessary chances.

"When we broke our chain in the Lowell race it was reported at the grandstand that we had overturned, that my mechanician was killed and that I was badly hurt. They tried to keep it from Mrs. Grant, but in some way the news reached her. She absolutely refused to believe it, saying that she knew it must be a mistake. Almost identically the same thing happened at Savannah."

"I was particularly careful to report back to the grandstand exactly what had happened, but in some way the report got around that we had smashed into a tree, broken up the machine and were both badly injured. She sat through this race with this information, but again she was not disturbed by it. She is a great assistance to me in the preliminary work of a race, and gets out every morning doing the practice with a stop watch to time her work, and with frequently ridden stunts after an hour with me."

Yes, I have had fairly good success as a racing driver. I mean financially, as well as the winning of races. A lot of the success, particularly the younger fellows, they have won much more than I have, and it's pretty difficult to hang on to it. It's a case of easy come and easy go. I wouldn't advise a young fellow to get into the racing game much before he is twenty-two years old. It stands to reason that a man has comparatively little judgment before that age, and it is judgment and head that are needed on the race track quite as much as anything else."

Grant was as yet doing no road work, and will not undertake much training until about two weeks before the Indianapolis race when he will go to Indianapolis and begin his training on the track itself.

A SOUTHWESTERN GLIDDEN

Texas Bering Cup Run This Month Was a Brilliant Success.

So successful was the Bering Cup run in Texas this month that its promoters have decided to make it an annual affair, a sort of Southwest Glidden tour. The run was finished on March 10 when the survivors, covered with grime and dust, chugged into Houston, which they had left five days before to describe a great square of oil fields against the sky line of Southwest Texas. The route as laid out called for a daily average of 150 miles for five days, making 750 miles for the contest.

Starting from Houston, Tex., the round-square route went northwest to Austin, southwest to San Antonio, southeast to Corpus Christi, on the coast of the Gulf of Mexico, and thence northeast to Houston. Twelve cars were entered and the run was under the official sanction of the A. A. A. All rules that govern the Glidden tours were observed.

The pilot car was the Regal "30," entered by F. J. Adams, manager of the Palace Automobile Company, Regal agency in Houston, Tex. Starting out early each morning with its five passengers, the Regal "30" showed its dust to the sun every day. The roads were bad in many places. There were stubborn hills to climb and hub-drum, snitty and roads to plough through, making altogether a good test with one hundred and fifty miles to go.

Consequently, no car finished with a technically perfect score. According to "The Houston Post" the best showing made by any car in the run was credited to the Regal "30."

The run was promoted by the Bering Tire and Rubber Company of Houston. August Bering, Jr., an officer of the company, awarded a silver trophy to the contestant finishing with the clearest score.

RAINIER GETS THE GARFORD

Will Sell Well Known Car in the New York Territory.

"Jack" Rainier is one of the best known men in the automobile industry. He was for years president of the Rainier Motor Car Company and since the absorption of that concern by the General Motors Company he has acted as its representative in New York City.

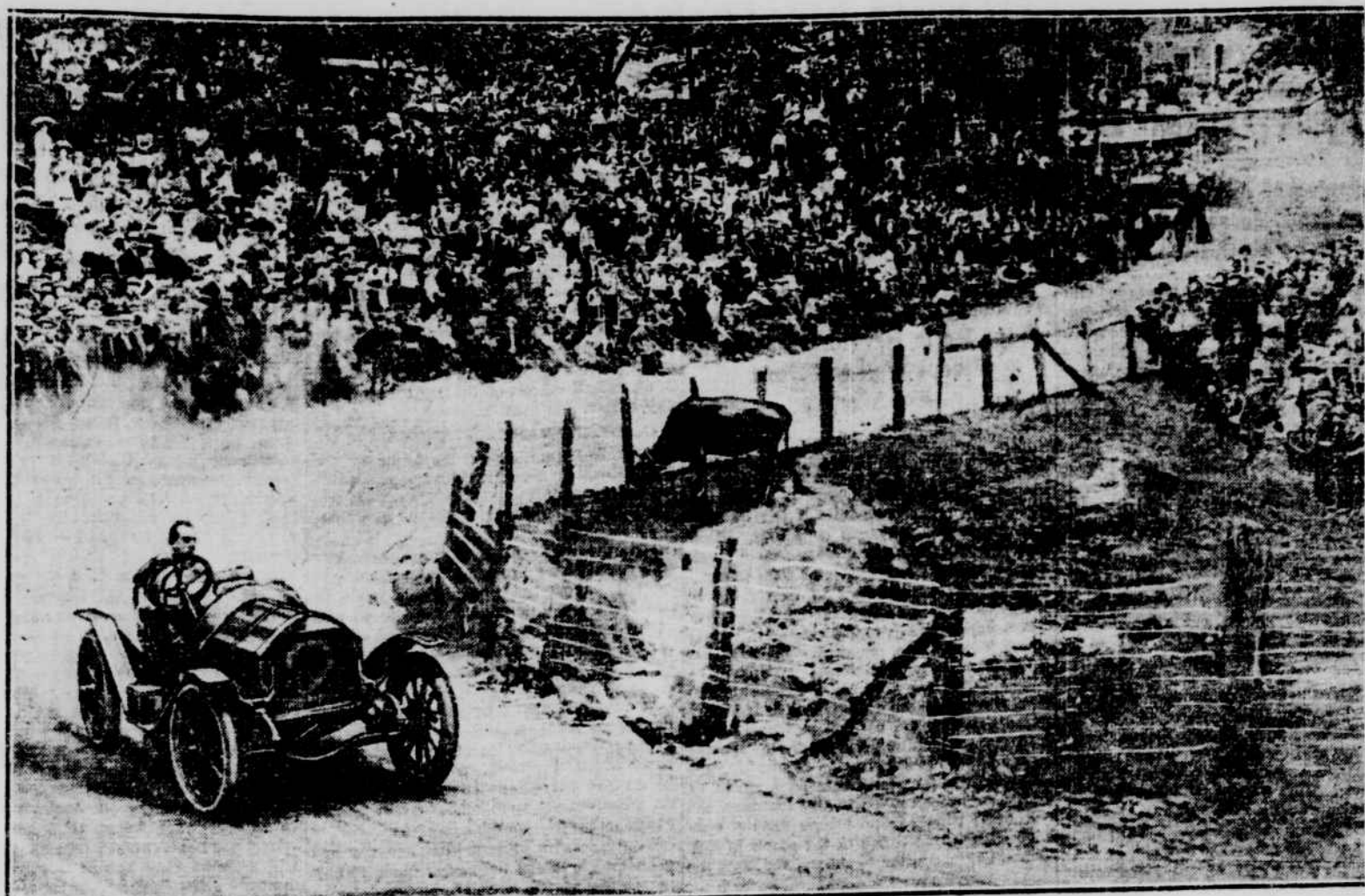
The acquisition of the Garford agency by Mr. Rainier is really a return to his old job, as the Rainier chassis, prior to the absorption of the Rainier plant at Saginaw, Mich., had during the time that the car was with its greatest success, was built in the Garford factory at Elvira, at the same time the Studbaker and Cleveland chassis were manufactured there.

The Garford Company will carry a complete line of parts for both the old cars and the new, and arrangements have been perfected for the carrying of a sufficient stock of new cars to insure a prompt delivery for prospective customers.

BILLIARD & POOL TABLES

Best looking billiard, snooker tables, billiard and pool tables, 24 Union square.

DARING DRIVING FAILS TO INTEREST PASSIVE COW.



While Fred Belcher, in a Knox car, was winning the Hollenbeck trophy on Grant's Despair, Wilkes-Barre, Penn., last year, he took the sharp turns at high speed. The performance was a thrilling one to the spectators banked on the turns, but utterly failed to interest the cow, which continued passively at the much more serious occupation of getting a meal.

AUTO NEWS OF THE DAY

Carl H. Page Made Official of Local Dealers' Association.

Carl H. Page, New York representative of the Chalmers Motor Company, has been elected vice-president of the Licensed Automobile Dealers of New York. John F. Plummer will succeed M. J. Rudolph as president. The Licensed Automobile Dealers of New York is one of the strongest dealers' organizations in the country. Its members probably sell more cars annually than are sold in any other city in the world.

W. C. Leland, general manager of the Cadillac Motor Car Company, announces that the company has taken over the Detroit plant of the Monroe Body Company. Mr. Leland said: "For some time we have realized the desirability of having the building of Cadillac bodies more directly under our own control, so that we can give them the same careful supervision that we do the mechanism of the car. The new arrangement enables us to control the production from the purchase of the raw material until the body is finished. The plant we have acquired has a capacity of seventy-five bodies a day."

F. M. Hobbs, for the last five years manager of wholesale sales of the automobile department of the American Locomotive Company, has resigned from that position. Mr. Hobbs has spent many years in the sale of motor cars, both in the wholesale and retail ends. His going is a matter of regret to the officials of the American Locomotive Company, and he leaves to further develop the business of the Rector Engineering Company, of which he is the president and general manager. He will take up this work on his return from a trip to the West Indies. Mr. Hobbs is well known to a host of friends, and "Automotive News" will miss him.

The work of March 6 to 11 broke all records for shipments in the history of the Locomotive Company. The total value of shipments amounted to more than in any other week of the twelve years they have been manufacturing and shipping Locomotives. An official says: "We have no means of definitely deciding the outcome of this pleasant increase in business, but we believe that it is due to the wonderful performance of our new six-cylinder car. The sold car has been in the hands of customers some five months, and the reports received from all sections of the country are more than encouraging. Our customers tell us that the car's performance is in excess of anything that they have ever thought would be accomplished in automobile construction. This, undoubtedly, is the cause of the continued increase in business."

Todd Tetzlaff averaged eighty-one miles an hour in winning his 100-mile match race with Ralph De Palma at the Los Angeles Speedway, when he broke all American speedway records for all distances from twenty-five to one hundred miles. The previous 100-mile record was made on the same speedway by Ray Harroun, in April, 1916. Harroun's record last year was made on a Marmion equipped with Michelin tires. Tetzlaff's big Lozier and De Palma's 90-horsepower Fiat were also equipped with Michelin tires in last Sunday's contest.

An automobile has been the means of saving for a Georgia cotton grower his reputation for delivering the first bale of cotton at the Atlanta market each season for many years. Competition for the honor became extreme the present year, and many growers tried to steal a march on a negro named Deal, who had always had that distinction. Long realizing the great value of a runabout, he bought a Maxwell, and soon after it was delivered to him he learned of the effort to land the first cotton in Atlanta. Deal paid no attention to his rivals, but as soon as he found that they had sent their stuff to Atlanta by mule he loaded his own cotton into the Maxwell and easily saved his title by delivering the bale at the store before the first mule reached the outskirts of the city.

The most recent Stearns achievement was the breaking of the Chicago-Omaha record by Charles Hannan, Jr., of the former city. He succeeded in smashing the record by nearly eight hours. The Chicago-Omaha dash of George O. Rex over the old Santa Fe trail is still fresh in the minds of Western motorists, while the Stearns victories in Seattle, Portland and Los Angeles have done much to further the reputation of the car in the Far West.

Naturally there is considerable speculation as to whether the Stearns car will go back into the racing game again this season. The old Stearns victories at Atlantic City, on East George Hill, on Algonquin Hill, on Chicago and the showing in the Tri-State dash are remembered, and considerable pressure is being brought to bear on the Cleveland manufacturers to induce them to put a team in the field this year.

Arthur Warren has gone to work for the Palmer & Singer Manufacturing Company in their New York salesroom. For several years Mr. Warren has been in the motor business and has been connected with many of the large manufacturers during this time. The Palmer-Singer company has developed many little refinements which tend toward comfort, convenience and simplicity of operation. One of these is a tourney of the front seat, which when turned on throws its rays all around the tonneau.

KNIGHT WILL FIGHT

Inventor of Valveless Motor Proposes to Protect His Patent.

Charles Y. Knight, of Knight & Kilbourne, inventor of the valveless motor bearing his name, and successful licensee of his invention to the Daimler, Mercedes, Panhard, Minerva and other great motor car manufacturing concerns of England and the Continent, is prepared to protect the Knight motor in the United States if counsel for the inventor has to conduct the most stupendous lawsuit in the history of motor manufacturing—a second Edison case.

Rumors have been frequently circulated among manufacturers in the United States, following Mr. Knight's success abroad, that at least one big maker would utilize the Reeve release patent as a basis for manufacturing a valveless internal combustion engine, turn out motor car engines and trust to luck in the following litigation.

P. E. Lonas, attorney for Mr. Knight, has found that the other sliding sleeve, valveless motor is like the Knight, and no suggestion has come from the United States Patent Office during two years of wide publicity given to the Knight patent that the Knight gasoline engine structure infringes upon the Reeve steam engine.

For periods during the last three years experts of ten of the largest motor concerns in the Western Hemisphere have searched the patent records of the various countries of the globe for anticipations of the Knight patents without success. Knight & Kilbourne, of Chicago, manufacturers of the Knight motor and builders of the first Silent Knight cars, have spent a small fortune to acquaint themselves with the true state of the art and in getting the most exhaustive reports of patent experts. They have notified one Detroit company that not only will they make it extremely easy for the owners of the Reeve patent to get the matter before the proper court, but have in the public prints challenged this company to bring suit.

The crux of the situation is that as Reeve does not claim to cover, even in his release, the elements necessary for the construction of an internal combustion engine, but only certain features which, even if valid in America, are of no importance abroad because no such rights are claimed by anybody outside of the United States, anything done or said in this connection has no bearing whatever upon the Continent.

SPORTING NEWS RECORD BOOK.

The Sporting News Record Book for 1917, published annually by Charles C. Spink & Son, St. Louis, publishers of "The Sporting News," is one of the most complete and best published. It contains anything and everything a "fan" wants to know. Being well pocket in size, it may be easily and conveniently carried.

The Tire Book

Tells How to Double Your Tire Mileage—How to Save Half On Your Tires

How many motorists will write us a postal to learn about modern, economical tires?

About six years ago—after six years of tire making—we perfected the Goodyear No-Rim-Cut tire. Over 500,000 have been already sold.

Last year our tire sales tripled—jumped to \$8,500,000—because of this patented tire. Yet, during most of the year, No-Rim-Cut tires cost one-fifth more than other standard tires. Now they cost an equal price.

This year, 64 leading motor car makers have contracted for Goodyear No-Rim-Cut tires on their latest models.

Today, Goodyear No-Rim-Cut tires outlast other clincher tires almost six to one.

All of which shows that men who know are buying these modern tires. The day of the clincher is ending.

No Rim-Cutting

We control by patents the only way to make a practical tire which can't rim-cut.

Over 500,000 have been used on cars. We have run them deflated in a hundred tests—as far as 20 miles. In all this experience there has never been a single instance of rim-cutting.

Think what that means. Ordinary tires will rim-cut even when but partly deflated.

GOOD YEAR No-Rim-Cut Tires

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

Ranches and Agencies in All the Principal Cities We Make All Sorts of Rubber Tires

NEW YORK CITY BRANCH, 64th St. & Broadway

How to Start an Automobile

W. H. Stewart Tells Novice How He May Learn The Art.

"The most difficult task for the driving novice to master," says W. H. Stewart, "is gear shifting. The disengagement of the clutch, together with the speed lever movement, is quite as difficult at first as putting the head with one hand and rubbing the chest with the other. If there were not so many things to do, all at the same time, the beginner would be less confused. However, driving is a simple art when once mastered."

"Preparatory to starting the engine one should always be cautious. First note that the gear lever is in neutral position; then set the emergency brake. This accomplished, the danger of being run over by one's car is eliminated. The next very important step is to fully retard the spark lever. With this in a safe position to avoid the fatal 'kick back' and the throttle partially open, the engine is ready for the switch and cranking. Assuming that the engine is now started, advances the spark to the normal position on the quadrant and adjust the hand throttle until the motor runs smoothly and without racing."

"The driver is then ready to take his position behind the wheel. Since most operators use the foot accelerator in preference to the hand throttle, let me assume its use in the present instance. Before starting the car it may be well to note a few 'don'ts'—namely, don't place the hands above the center of the steering wheel at any time; don't take a death grip on the steering wheel, as it looks awkward and is tiresome and dangerous; don't raise the motor, don't move the gear lever without disengaging the clutch; don't let the clutch in fast, especially when starting the car from a standstill; don't move the feet away from the clutch pedal when the car is moving; it should always be in position; don't start the car on any other than first speed; don't slip the clutch too much, as it will burn or wear beyond repair; don't watch the fellow behind, as he is watching you, and don't take your eyes off the road for any reason whatever while the car is rolling."

"With engine started, and bearing those 'don'ts' in mind, I will proceed to start the car. First throw out the clutch, release the emergency brake and place gear lever in first speed. Then let clutch come back easily, accelerating engine as it takes the load. When the car is rolling release the clutch again and shift from first to intermediate gear. This operation must be accomplished before the momentum already gained is lost, or it will be necessary to start over again on first speed. Having gained the intermediate speed, and assuming the next to be the high, one should

accelerate considerably and then repeat the former clutch and lever movement. "At first it will be found difficult to judge the proper time when to shift the gears quickly and noiselessly. Most beginners dwell too long upon the shifting of the lever and hesitate to engage the clutch."

AUTOMOBILES.

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BELIEVES IN HIS CAR

Buick Manager Issues Sweeping Challenge to Other Makers.

A. L. Newton, retail sales manager of the Buick Motor Company of New York, says he is as well pleased with the performance of Buick cars that he will enter Buick cars in any all-round contest that is of interest to purchasers. He challenges any stock car of respective prices, taken just as they are delivered to customers, to make side-by-side comparisons for beauty, finish, detail, hill climbing, riding qualities, speed, fuel economy, tire economy and a test on one of Joseph Tracy's dynamometers which will be installed in the Buick salesroom to show the power actually delivered to the rear wheels of a car.

Mr. Tracy, one of the best known automobile engineers in this country, will take charge of the tests on his dynamometer.

WILL BUILD OWN CARS

Wyckoff, Church & Co. to Put Out the Guy Vaughan.

Old times in the automobile business are inclined to regard the establishment of Wyckoff, Church & Partridge, at Broadway and 56th street, as a permanent institution. A new corporation, Wyckoff, Church & Partridge, Inc., has been organized for the purpose of taking over the W. A. Wood Automobile Manufacturing Company, builder of the new Guy Vaughan pleasure type of automobile, and with this enterprise has been combined the American Revenue of the English commercial car, the Conqueror Truck. This new enterprise represents a reorganization of the old firm of Wyckoff, Church & Partridge, and it is proposed to develop and build the horsepower type of pleasure automobile as designed by Guy Vaughan, the trend car of which model was completed at the Wood plant a year ago, and after a strenuous test, which has extended all over the East since that time, was refined, resulting in the new standard model, but the old 56th street corner will remain the same.

The Wood plant is situated at Kingston, N. Y. The main building is 35 feet long by 125 feet wide.

In deciding to go into the building of automobiles, Wyckoff, Church & Partridge (Inc.) are taking advantage of their many years of experience on the operating side of the automobile situation.

Pending the time when the Guy Vaughan pleasure automobiles will be available to customers, there is much to do in the making of adequate preparations, and the success that is being experienced with the Conqueror Truck, following its six or seven years of excellent attainment abroad, is enough to absorb the activities of the present large organization of Wyckoff, Church & Partridge (Inc.).

The sponsor for the Stearns car was withdrawn by mutual consent.

A CHILD WONDER.

"What a wonderful memory your child has for names and faces."

"Yes," replied the proud mother, "she never fails to recognize any of her former stepfathers—Judge."

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LIGHT CAR FOR FARMER

He Likes It Because It Is Easily Operated and Kept.

IS GAS ENGINE EXPERT

Uses It for Many Purposes Round the Farm for Which He Once Used Horses.

The American farmer in the last few years has bought thousands of light cars of the Ford type; he has been quick to appreciate that to him a reliable automobile is a most profitable investment—a better investment probably than to the average city purchaser.

Probably the most advanced step made toward the improvement of our American roads has been the selling of the automobile to the farmer. He buys his car, then he talks good roads and repairs his own highway. In driving through the live-oak farm land sections it is easy to determine the home of a farmer who owns an automobile by the character of his road.

The Ford car has become an especial favorite with the farm trade because it is so easily operated. In case the farmer is busy with the horses in the field his wife can take the Ford and run to town, take the children to school, etc. The automobile brings the farm close to town, and is very often found on the way to market with its load of garden truck or returning with parts to replace broken farm machinery, or a couple of rolls of wire fence. Undoubtedly 75 per cent of all the low and medium priced cars sold in this country this year will be bought by the American farmer. He's got real money to buy with, and has found the automobile to be a profitable investment.

It is a great mistake to think that the farmer is not conversant with the technicalities of the motor car. The farmer for years has been America's largest market for stationary gas engines; he has studied, through practical experience, the gas engine from all angles. The farmer can intelligently talk automobile construction, from the superiority of vanadium steel construction to advantages of the left-hand drive.

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What the Winning of the Vanderbilt Cup Twice Means to You

WE have never built a racing car. We have never been "racing makers," in the sense of producing speed machines, specially designed to win contests. But we won the Vanderbilt race two years in succession with the same identical touring model taken from stock.

STRUCTURAL rightness—the quality in the car which might be called sturdy character—integrity, speed, and the man won those races. Probably you don't want to drive your car in great road races, but you do demand (and as a matter of safety must have) the quality of steadfast sturdiness of which each Alco car is the highest expression offered for purchase today.

CONSIDER why this statement is literally true. Behind each Alco car is the knowledge of materials—the application of this knowledge in using the right materials in the right places gained in over half a century of the building of locomotives. Our method of drop-forging our rear axle is indicative of our insistence that your Alco car shall be safe, and that it shall outwear your demands on it. We spent \$51,000 for the biggest drop-hammer in the world to strike out our rear axle from a solid billet of steel that is tested for strength as exhaustively as scientists can tell us how to test it.

EACH detail of an Alco car is as carefully built as the rear axle. The Alco is staunch for service—it is more staunch for safety. As for speed, Grant drove the touring model in the Vanderbilt race an average of 65.2 miles an hour. Your Alco car will go as fast and as far, if you want it